MANUFACTURERS HAVE BEEN GIV-ING A LOT OF THOUGHT TO HIM.

Eighty Per Cent. Believe Last Summer's Craze a Fad That Won't Last, but They're Ready for It When It Breaks Out Again Some

of the Tailless Shirts They're Designed. The men who appeared in shirt waists during the very warm weather last summer attracted attention out of proportion to their number, because the dress was novel and decidedly startling to conventional ideas. Custom for many years has dictated that no part of a man's shirt should be exposed to public view except the bosom, collar and edges of the cuffs. Within a comparatively few years, however, the old uncomfortable conventional types for men's dress in the summer time have yielded, one by one, to modes that were better suited to our occasional periods of really tropical heat, and the shirt-waist man was the special development of last summer in New York. It was a New York fad, not enough established to be

a fashion, that did not follow an English model. When the announcement came from London in midsummer that the Prince of Wales in a formal notice had yielded to the heat and indicated that a more comfortable dress than the and the high hat be worn at afterch had hitherto demanded the , it was regarded as a very most formal de decided victory of comfort over fashion. New York men have not clung to the frock coat and high hat in the warm weather as have the Londoners. They discarded waistcoats a dozen years ago, then the cummerbunds were worn. and these in turn gave place to the much less gaudy leather belts. With the discarding of relationts in the warm weather came the demand for shirts in many colors, and now with



the proposed discarding of coats as well there is coming for another season a distinctive shirt waist for such men as may choose to indulge

The question that is worrying the manufacturers just now is whether the shirt-waist fad of last summer is going to develop into an approved fashion next summer. Men have gone abroad in the country for several years past without coats, if they chose, and without attracting any special comment. It was only after a few of the more venturesome had appeared in the streets of New York and at business in this dress that the title "shirt-waist man" was coined. It was a cool dress, but most observers admitted, unwillingly perhaps, that as worn by the average man last summer it lacked the finished effect of the woman's shirt waist and it carried a strong suggestion of being only half a dress after all. It had other noticeable defects and when men in this costume asked to be served in first-class restaurants and the proprietors refused them, public opinion was with the proprietors. man in his shirt sleeves had not been considered to be properly dressed for the table and a glance at the average shirt-waist man showed very plainly why he was not dressed properly. His shirt had not been designed for such a generous exhibition. In anticipation, however, of a demand for such especially designed shirts next summer some of the manufacturers have prepared garments which more nearly approach a woman's shirt waist in style than the regular man's shirt. Even if they are not accepted generally they are very likely to bring about a modification of men's shirts.

There seems to be no excuse for the long skirts that are attached to men's shirts for summer wear other than the fact that they have always been made that way. When the first shirts were made of flannel or other heavy goods the skirts were added for warmth. An elimination of these long skirts would add much to the warm weather comfort of the men who were them. A writer in the Haberdasher has been investigating the shirt waist of next year and the accompanying pictures are from his attack the proposed styles. The magazine



THE PERFECTION.

says: "Granted that the loungers about the big notels, the police courts, public parks and business places do go in their shirt sleeves, is that sufficient reason to justify a gentleman in doing the same thing? The man who does is of the class that wear creps on their arm, go to a ball In a dinner jacket and glory in the combination of a derby hat and a frock coat." It is evident, however, that the shirt makers have no scruples about manufacturing the much-debated shirt waists if men will wear them. Two-thirds of the manufacturers who were questioned said that they intended to make sample lines of shirt waists which should range in price from \$3.75 to \$36 a dozen. Eighty per cent. of them declared that the shirt waist was a fad and 10 per cent replied that it was a good thing which, n their opinion, had come to stay. Each manufacturer has designed what he thought would best suit the shirt waist man of 1901 and among the features of these new garments are waists with draw strings and short skirts, waists with draw strings and no skirts, waists with a band at the waist, pleated waists, waists with yokes and waists with Raglan sleeves. There is no such thing as a standard shirt waist and the possibilities in it for a man who wants to be eccentric in his dress are unlimited. If the Berry Walls of next summer should happen to take up the shirt waist fad their parade on Broad-

COMING SHIRT-WAIST MAN: opera ballet. Each man may design his own shirt if he chooses until the standard model has been adopted.

Some of the designs printed in the Haberdasher indicate the manufacturers' ideas as to the shirt waists which will be worn next summer For instance, there is the "Kite Tail" shirt, which s made on the coat plan, with tails cut so as te do away with every inch of superfluous material. It is quoted as "a sightly, refined and dressy shirt." The tails are long enough to keep the shirt in place and at the same time avoid that uncomfortable feeling which comes from stuffing one's trousers full of shirt tails. The shirt is cut up on the sides so that the hips are left uncovered. Another manufacturer ad-



vances a shirt which he modestly names "Perfection." It has cuffs three inches deep. It fastens about the waist with a neat draw string which ties in front, and the tails below the waist line are only four inches long. It behooves the wearer of this garment to see that his drawstring is properly tight and well tied or his shirt waist tails will rise above his belt. The use of the draw string permits the shirt to be made so that it will hang loosely and gracefully in a blouse effect. A "Perfection" shirt waist on a fat man would be misnamed. It s constructed especially for thin men, who may drape themselves loosely without looking as big as a house.

The Griffin shirt waist is practically a short pleated n glige shirt. Only the front view of the "Bellamy" is illustrated, and it may be assumed from the name that the back looks like the front. It has an accordion effect that perhaps might be described as "very turfy," and it is held in place by a waist band. The skirts extend only two or three inches below the waist band. There are many variations of these designs, including the one which introduces the "Ragian" sleeves, which give a broad shouldered effect. The investigator of shirt waists says that if they are to be generally worn by men as they are by women dress shields must be worn. To go coatless in summer and expose a shirt without shields is out of the question, in his opinion. Hence dress shields, very much like those worn by women, are being prepared for the shirt waist man's use.

When hot weather brings the shirt waist man this next summer he will find that the manufacturers have given him at lot of thought during the winter and he will be hard to suit if he cannot find some design to satisfy him It remains to be seen how popular this dress is going to be in 1901. A certain class of men will take it up anyway. It is comfortable, If it is not worn, however, by men who are recognized as well-dressed men the single fact that it is comfortable will not establish its popularity.

### ST. PAUL'S NEWLY RODDED. The Work of Scientific Lightning Rodmen on the Great London Cathedral.

From the London News. A total rearrangement of the system of lightning conductors on St. Paul's Cathedral is now virtually complete. It is interesting to learn from Killingworth Hedges, M. I. E. E., the electrician under whose superintendence the work has been carried out, that the old idea that the erection of a lightning rod on the highest point of a structure protected an area area was supp sed to be the space within a circle whose radius was equal to the height of the lightning rod. This theory, we understand, is now discredited, and the cathedral has been protected by a system of conductors, perpendicular and horizontal, comprising over a mile of cables, on which at various prominent points are placed about fifty "aigrettes" -groups of solid copper spikes radiating up-

groups of solid copper spikes radiating up-ward, and effectually connected at the base with the cables.

The old system of joint making by "junction pieces," or splicing and soldering, has also been abandoned, it having been found that if sur-faces were merely screwed toughter they were apt to oxidize and set up resistance, and if they were soldered the soldering sooner or later would be very likely to become loosened and detached by the natural expansion and contrac-tion of the metals. detached by the natural expansion and contraction of the metals.

A new method of running to earth has also been adopted. The usual plan is to connect the conductors with plates of copper embedded deep down in the moist earth, and these plates, to be effective, must be of con-iderable size. It is often difficult to get them down low enough. At St. Paul's Cathedral they have made earth connections by means of iron pipes perforated at the bottem and driven into the ground by special tackle, thus affording a passage down which the conductor is passed to the necessary depth, and by means of which, if necessary, the earth below may be watered. The whole work has been carried out by the cathedral surveyor's staff under the personal superintendence of the electrician.

CHINA'S CHIEF CHRISTIAN, YABALAHA'S CHURCH WAS LARGER THAN THAT RULED BY THE POPE. He Was a Thirteenth Century Patriarch of the Nestorians-Recent Discoveries by Syriac Scholars Show That He Was a Chinaman -Traditions About Him in the East. It is only within the last decade that a few yriac scholars discovered that among the greatest rulers of a Christian Church was a Chinaman. He was Yabalaha (Theodore) III. Catholicos of the East. His see held sway over a great and learned Church, larger than all the other denominations, Greek and Latin, put

together. The latter at the close of the thirteenth century numbered perhaps no more than 40,000,000, sparsely scattered around the basin of the Mediterranean, while the so-called Nestorians have been reckoned at from 250,000,000 to 150,000,000, the latter figure being that of Newman. The Catholicos of the East ruled from the Lybian desert and the mountains of Abyssinia to the shores of the Pacific and from the Caspian Sea and the frozen fields of Siberia to Ceylon. For the last 600 years Yabalaha has lived chiefly in the legends of the remnants of his

people who still linger in Egypt, Turkey, Persia and the eastern coasts of India. These still sigh for the return of the golden days of Yabalaha. The great majority of Christians living. or rather vegetating, in the city of Haroun-al-Raschid, are ignorant of the Arabian Nights; their imagination is overflowing with the heroic vision of Yabalaha. They tell how the Mohammedans of Bagdad, their most inveterate enemies, were so softened by the greatness and beneficence of Yabalaha that on his passage through the Mother of Provinces they sent their eunuchs and servants with magnificent carpets and inimitable embroideries to be stretched on the dusty streets for his mare to tread upon in his triumphal passage, while the ladies of the harems, wrapped in their gorgeous Izars and shawls and singing his praise from the terraces of their windowless dwellings, poured showers of rose water from precious alabaster boxes to perfume the walls; and their lords, the Emirs of the greatest empire of the world, threw handfuls of gold coins to his suite for his charitable undertakings This remnant of the most ancient empire and perhaps of the most ancient Church, still dreams of greatness to come. Whenever some person of marked gifts appears among them the hopeful cry is raised: "Yabalaha has come!" Just a few months before the discovery of the manuscript which made Yabalaha again known to the Western world the Christians of Bagdad, (hardly 5,000 in number) had determined to build a patriarchal cathedral. To obtain the needed money the preachers had only to conjure with the name of Yabalaha and as proof that his coming was near at hand to point to the newly established line of English steamers on the Tigris. The enthusiasm was so great that most of the people subscribed one-third part of their belongings. When the cathedral

ne had cost them nealy \$90,000, and money in that country has a purchasing power nearly ten times larger than in America. Their church has been styled the St. Peter's of the East. The man among them who would now doubt hat the day of Yabalaha is already dawning would fare like him who in Italy immediately after 1870 dared to doubt that the Empire of Augustus was rising once more. But outside of the traditions and aspiraions of this fallen people there were few and neagre facts concerning Yabalaha given by ntemporary chronicles. The greatest conporary historian, Bar Hebræus, finished celebrated "Ecclesiastical Chronicle" with consecration of Yabalaha and he, being the head of an inferior and hostile Church, only remarks that his adversary was weak in Syriac learning but that he was a man of sublime character, fearing God intensely, and that he showed charity to his enemies, the Jacobites of his own Church. Other chroniclers of the time record that in his reign of

thirty-seven years he had to deal with seven kings-Abaca, Achmed, Argun, Kaikhatu, Baidu, Kazan, Oldiaitu, Grand Khans of the Moguls and Tartars. But beyond the fact that his reign covered the climax of the glory of twelve centuries of Syriac literature and expansion, little was known of him, Gengls khan and Tamerlane so thoroughly devastated his Church that only 200 years later Rome received with incredulity if not with scorn the assertion of his successors that he had a treaty with the Popes. Many historians relegated all the legends about him to the rank of Marco the legends about lim to the rank of Marco-l's narratives. Yet modern archæologi-research and travel have justified many the latter's extraordinary statements and the manuscript referred to has come to the historical reality to the poetic figure of

the Chinaman.

It was the Rev. Paul Bedjean, a Chaldean scholar and Lazarist director of the Sisters of Charity of Belgium, who published the manuscript in 1888 under the title "A History of the Patriarch Yabalaha and of Rabban Sauma." He used a copy made for him at Ourmiah, Persia, of a manuscript which disappeared Father Bediean was unable to ascertain its date or origin. His brother Chaldean scholar and Lazarist colleague in Persia, the Rev. M. Solomon, informed him that he had seen a manuscript of this history at the American mission of Ourmiah. Father Bediean can not say whether his copy came from this source.

M. Rubens Duwal, the highest Syriac authority in France, thought the discovery of such historical importance that he gave a full translation of the manuscript to the Societé Asiatique and it was printed in the Journal, volume XIII. He concluded by saying "the minute details given of each event prove that the author had access to good authorities, perhaps to the archives of the patriarchal residence of the Monastery of Maragha in Khorasan, Persia. Concerning the mission of Bar Sauma in Europe the author himself informs us that he took his information from the diary of this holy personage." M. Duval's pupil, the Rev. J. B. Chabot, professor of Palmyrian epigraphy at the Hautes Etudes of the Sorbonne, made a critical study of the manuscipt and published it in 1894.

The life of Yabalaha is intimately connected

To Soften and Whiten the HANDS To Stop Falling Standard Skin and Toilet Soap of the World. MILLIONS OF WOMEN USE **CUTICURA SOAP** Exclusively for beautifying the skip, for the stopping of failing hair, for softening and whitening red, rough hands, in the form of baths for annoying irritations, for too free or offensive perspiration, in the form of washes for ulcerative weaknesses, for many sanstive antiseptic purposes, and for all the uses of the toilet, bath, and nursery. CUTICURA SOAP combines in ONE SOAP at ONE PRICE, viz., Twenty-Five Cents, the mear skip and complexion soap, the nest toilet and EBET baby soap in the world. Potter DRUG AND CHEM. CORP., Sole Props., Boston. with that of his master and adviser, Rabban Sauma. The latter was born in Pekin of parents who were Christians. He received the monastic tonsure from Archbishop Gulwargus of Pekin, whose see was called the Metropolitan See of Kan-Baiki by the contemporary chronicler Amru. Yabalana was named Marcos before he became Patriarch. He was born in 1245 in Koshang, between Pekin and Tanguut. His father was an archdeacon. After a novitiate of three years under the direction of Bar Sauma he received the monastic tonsure from the Metropolitan archbishop, Mar Nestorios. Both master and pupil undertook an overland pigrimage all the way from China to Jerusalem. On the way from Pekin they passed through Koshang, whose Governors. Konboga and Ibogha, the sons-in-law of the Grand Khan, the great Kublai of Marco Polo, were Christians. They journeyed two months across the sands of Mongolia before they reached Khotan, and after many adventures in passing across principalities and kingdoms at war, they finally met the great Patriarch Mar Denha at Maruga and followed him to Bagdad. Probably on account of the wars raging in Syria they spent their time in visiting the marvels of Asia Minor from the boundaries of Georgia down to southern Mesopotamia, postponing indefinitely their pilgrimage to the Holy Land. The Patriarch finally consecrated Marcos Metropolitan Archbishop of China as a reward for a successful diplomatic mission to the camp of the great Khan Abaca. It was then that his name was changed to Yalabaha. The roads to China being closed on account of the wars, Yabalaha waited in vain for two years for a chance to get to his see. Then he went back to Bagdad to receive new orders from the Patriarch

The roads to China being closed on account of the wars, Yabalaha waited in vain for two years for a chance to get to his see. Then he went back to Bagdad to receive new orders from the Patriarch.

On his arrival he found that the Patriarch had just died. Yabalaha was elected his successor after a long debate. Bar Hebræus insinuates that the choice was imposed by the Khan upon the Church. The next year the Khan gave him an annual pension of 30,000 dinars, or 180,000 white zouzas. Yabalaha heid his office thirty-seven years.

An interesting part of the manuscript relates to the diplomatic mission intrusted to Rabban Sauma by the plous and zealous khan Argun, who was a Christian. To make the conquest of Syria and Palestine Argun needed the cooperation of the Franks. His ambassador left for the West furnished with instructions, letters and gifts for each King of the Franks. He received also 2,000 mithrals of gold and an escort of thirty knights. From Constantinople he went to Italy, viewed the eruption of Atna, crossed the "Pass of the Dragon" (Scylla and Charybdis) and was received at Naples by King Charles of Anjou. From a high terrace he witnessed a combat between the navy of Charles, who wanted to reconquer Sicily, and that of James of Aragon. The Neapolitans were defeated, having lost 1,200 men. At Rome he found the Holy See vacant and the twelve Cardinals who ruled ad interim did not feel themselves authorized to commit themselves on his propositions. Travelling through Tuscany he stopped at Genoa, "where there is no King but an elected executive." At Paris King Philip IV, accepted gladly the proposition to cooperate in the conquest of the Holy Land and promised to send an ambassador to Argun to make arrangements. In England he was received with "great joy" and found every body disposed to try a new expedition to Palestine. He went back to pass the winter at Genoa, "a true paradise without dry heats and without biting cold. The trees keep their leaves and fruit all the year round and a certain kind of vine yi was consecrated in 1896 the spell of Yabalaha's

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1:1:00 P.

Anthracite coal used exclusively.
Four Tracks. "Electro-Pneumatic" Signals.
Stations in New York. Librity St. and South Ferry.
Trains leave Librity St. as below (time from South
Ferry five minutes earlier except as noted)

SANDY HOOK ROUTE.

From foot of Rector St.
Through to Point Pleasant 10:00 a. m., 4:30
m. Sundays—Through to Point Pleasant, 10:00
m. Through to West End. 8:00 p. m. ROYAL BLUE LINE. ROYAL BLUE LIST.

1\*4:30, 17:30, 18:00, \*10:00, \*10:00, \*11:30 a. m., 11:00, \*1:30, \*3:00, \*4:00, 14:30, \*5:00, \*7:00, 17:30, 49:00, 14:30, \*1

\*\*4:30, 48:00, \*\*10:20, \*\*11:30, a, m., †1:00, \*\*1:50, \*\*3:00, \*\*5:00, \*\*7:00 p, m., \*12:15 mdt.

\*\*0:00, \*\*5:00, \*\*7:00, \*\*1:15,

Trains arrive at and depart from Grand Central Station, 42d St., New York, as follows:
Leave New York.

\*5:00 A. M. Syracuse Local 16:25 P. M.
18:30 A. M. Empire State Express 10:00 P. M.
18:45 A. M. Fast Mall 10:00 A. M.
19:30 A. M. Past Mall 10:00 A. M.
19:30 A. M. Past Mall 10:00 P. M.
19:30 A. M. Rutland Express 7:00 P. M.
19:30 P. M. Southwestern Limited 16:00 P. M.
19:30 P. M. Southwestern Limited 16:00 P. M.
19:30 P. M. Albany and Troy Flyer. 11:110 A. M.
19:30 P. M. Albany Special 12:00 P. M.
19:30 P. M. Albany Special 10:00 A. M.
19:30 P. M. Detroit Special 10:00 P. M.
19:30 P. M. The Lake Shore Limited 16:30 P. M.
19:30 P. M. The Lake Shore Limited 16:30 P. M.
19:30 P. M. Western Express 7:25 P. M.
19:30 P. M. Adirondack Montreal Express 7:27 A. M.
19:30 P. M. Adirondack Montreal Express 7:27 A. M.
19:30 P. M. Buffalo & S. W. Special 18:00 A. M.
19:30 P. M. Buffalo & S. W. Special 18:00 A. M.
19:30 P. M. Buffalo & S. W. Special 18:00 A. M.
19:30 P. M. Buffalo & S. W. Special 18:00 A. M.
19:30 P. M. Midnight Express 7:00 A. M.
10:31 A. M. Midnight Express 7:00 A. M.
10:31 A. M. Midnight Express 7:00 A. M.
20:32 A. M. and 3.35 P. M. Dally except Synday 10

HARLEM DIVISION. HARLEM DIVISION.

9:12 A. M. and 3:35 P. M. Daily except Sunday to Pittshield; Sundays only at 9:20 A. M. Pullman cars on all through trains.

Trains illuminated with Pintsch light. Ticket offices at 113, 261, 415 and 12:16 Broadway; 25 Union Sq. W., 275 Columbus ave., 133 W. 125th St., Grand Central Station, 125th St. Station and 138th St. Station, New York, 335 and 726 Fulton St. and 106 Broadway; E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

GEORGE H. DANIELS. General Passenger Agent.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers st., as follows and 5 minutes earlier from W. 25d st.; 9:00 a, m. Daily Solid train for Buffalo arr, 8 p. m. Binghamton, Waverly, Elmira and Bradford, Coaches, parlor car and cafe dining car to Buffalo, 2:30 p. m. Daily—Chicago Limited—Fast Mail—Solid train to Chicago, arriving 5:20 p. m. Arr, Cleveland 7:40 a. m. Sleepers to Chicago, Cleveland, Cincinnatt, Dining car, 7:36 p. m. Daily—Buffalo and Cleveland Express—Arr, Buffalo 7:05, Bradford 7:20, Jamestown 7:00 and Youngstown 10:27 a. m.; Cleveland 12:30 p. m. Sleepers to Buffalo and Cleveland. Cafe car, 9:15 p. m. Daily—Solid train for Binghamton, Waverly, Elmira, Chicago, Sleepers to Buffalo, Chicago, Cincinnatt, Dining car, TICKETS, LOCAL TIME CARD AND PULLMAN ACCOMMODATIONS at 111, 113, 261, 401 and 957 Broadway, 156 East 125th st. and 273 West 125th st. Chambers and West 23d st. ferries, New York; 333 and 560 Fulton st., 98 Broadway, Brooklyn; 122 River st., Hoboken, and Jersey City station. New York Transfer Co. calls for and checks baggage to destination. WEST SHORE RAILROAD.

Trains I ave Franklin St. Station, N. Y., as follows and 15m, later foot West 42d St., N. R.:

7.15 A. M. For interm. points to Albany & Mont'l. 11:20 A. M. (1) Lakes Mohonk, Minnewaska, Saratoga and Catskill Mountains.

2:40 P. M. - Cont. Ltd. for Detroit, Chie, & St. Louis.

2:445 P. M. (2) For Hudson River points to Albany.

6:15 P. M. - For Roch., Buffalo, Cleve, & Chicago.

18:00 P. M. - For Roch., Buffalo, Detroit & St. Louis.

9:15 P. M. - For Syra., Roch., Niag. Fls. Det. & Chi.

19:15 P. M. - For Syra., Roch., Niag. Fls. Det. & Chi.

2-15 P. M. - For Syra., Roch., Niag. Fls. Det. & Chi.

2-16 P. M. - For Syra., Roch., Niag. Fls. Det. & Chi.

2-17 P. M. - For Syra., Roch., Niag. Fls. Det. & Chi.

2-18 P. M. - Leaves Brooklyn

2-19 P. R. R. Sta., No. 1 at 11:20 A. M., 2 at 3.35 P. M. Time tables at principal hotels and offices.

C. E. LAMBERT. General Passenger Agent., N. Y.

Lackawanna Rallroad.

## CENTRAL R. R. OF NEW JERSEY Pennsylvania RAILROAD.

Trains leave Liberty St. as below (time from South Ferry five minutes earlier except as noted)

Week Days Sundays

Easton Local Veek Days Sundays

Easton Local 7:15 a. m. 7:00 a. m. Mauch Ch. nk Local 8:30 a. m. 9:00 a. m. Lakewood & Barnegat 8:30 a. m. 9:00 a. m. Stranton & Reading 9:10 a. m. 9:

and Chicago. For RobVille daily via Shenhadoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EX-PRESS. For Pittsburg, Cleveland, Cincinnat.

WASHINGTON AND THE SOUTH.

7:55, 8:25, 8:35, 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:35 (Dining Car), A. M., 12:35, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Lim." all Parlor and Dining Cars), 3:25, 4:25 (Dining Car), 4:55 (Dining Car), 4:25 P. M., 12:10 night.

SOUTHERN RAILWAY.—Express, 3:25, 4:25 P. M., 12:10 night, daily.

SOUTHERN RAILWAY. - Express, 3:20, 4:22 P. M., 12:10 night, daily.
NORFOLK AND WESTERN RAILWAY. - For Memphis and New Orleans, 3:25 P. M. daily.
ATLANTIC COAST LINE. - Express, 8:55 A. M. and 9:25 P. M. daily.
CHESAPEAKE AND OHIO RAILWAY. - 8:55 A. M. and 4:55 P. M. daily.
SEABOARD AIR LINE. - Express, 12:55 P. M. and 12:10 night, daily.

CHESAPEAKE AND OHIO RAILWAY.—6:55 A. M. and 4:55 P. M. daily.

SEABOARD AIR LINE.—Express, 12:55 P. M. and 12:10 night, daily.

FOR OLD POINT COMFORT and NORFOLK.—7:55 A. M., week-days and 8:55 P. M. daily.

ATLANTIC CITY.—9:55 A. M. and 2:55 P. M. week-days. Through Vestibule Trains, Buffet Parlog Cars and Standard Coaches.

CAPE MAY.—12:55 P. M. week-days.

For points on New York and Long Branch Raitroad (from West Twenty-third Street Station), 8:55 A. M., 12:10, 2:25, 3:25, 4:10, 4:55 and 6:55 P. M. Sundays, 9:25 A. M., 4:55 P. M. (from Desbrosses and Cortlandt Streets), 9 A. M., 12:20, 2:30, 3:40, 4:20, 5:10 and 7:00 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10 (Desbrosses and Cortlandt Streets, 6:20), 7:23, 7:55, 8:25, 8:55, 8:25 (9:55 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:55 (Dining Car), 11:55 A. M., 12:68, 2:10, (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, (9:55, 9:25 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, (9:55, 9:25), 8:55, 9:25 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, (9:55, 9:25, 9:55 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, (9:55, 9:25, 9:55 Penna. Limited), 10:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:25, (9:55, 9:25), 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:55, 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:55, 10:35 (Dining Car), 7:55, 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:55, 10:35 (Dining Car), 7:55, 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:55 (Dining Car), 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:35 (Dining Car), 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:35 (Dining Car), 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:35 (Dining Car), 8:25, 8:55, 9:25 P. M., 12:10 night. Sundays, 6:10, 7:35 (Dining Car), 8:25, 8:35, 4:25 (Dining Car), 8:25

# SOUTHERN RAILWAY

Leave New York, Pennsylvania Railroad Station, 23d street. (Desbrosses and Cortlandt streets 5 min utes later.)

3:25 P. M. — N. Y. & FLA. EXPRESS — Pullman Drawing Room Sleeping Cars, New York to Columbia, Savannah, Jacksonville, Port Tampa and Augusta. Dining Car Service. Steamship connections for Key West and Havana. Service. Steamship connections for Key West and Havana.

3:25 P. M. WASHINGTON AND CHATTA-NOOCA LIMITED VIA LYNCH-Daily. BURG AND BRISTOL—Pullman Drawing Room Sleeping Cars New York to Roansoke, Knoxville, Chattanooga, New Orleans and Memphis. Dinling Car Service.

4:25 P. M. WASHINGTON AND SOUTH-WESTERN LIMITED—Pullman Daily. Drawing Room Sleeping Cars New York to Atlanta, Macon, New Orleans, Birmingham, Memphis, Asheville, Knoxville, Chattanooga and Nashville. Dinling Car Service. Tourist Sleeping Car. Washington to San Francisco. Mondays, Wednesdays and Fridays.

12:10 NIGHT—FAST MAIL—Pullman Buffet Daily. lanta, New Orleans, Savannah, Jacksonville, Fla. Steamship connections for Nasau, Key West and Havana. Dining Car Service. SOUTHERN RY. OFFICE, 1185 & 271 BROADWAY and all Pennsylvania R. R. ticket offices.

WABASH RAILROAD FAST TIME. LOW RATES.

FAST TIME.

Famous "Continental Limited" leaves New York daily at 3 P. M., arrives Detroit 7:30 A. M., Chicago 3:35 P. M. St. Louis 7:15 P. M. next day; Kanasa City second morning 7 o'clock. Also through care for Chicago and St. Louis, leaving New York 6:00, 8:15 and 9:30 P. M. daily.

"Queen City Special" leaves New York 10 A. M., arrives Chicago 10:35 A. M. St. Louis 2 P. M., Kansas City 9:30 P. M. next day.

H. B. McClellan, G. E. A., 387 Broadway.

CHESAPEAKE & OHIO.

Time is from Penna. R. R. 23d St. Five minutes later from Cortlandt or Desbrosses St. Station.

4:55 P. M., DAILY—F. F. V. LIMITED.